

BookletChart™

Geneva to Lorain

NOAA Chart 14829

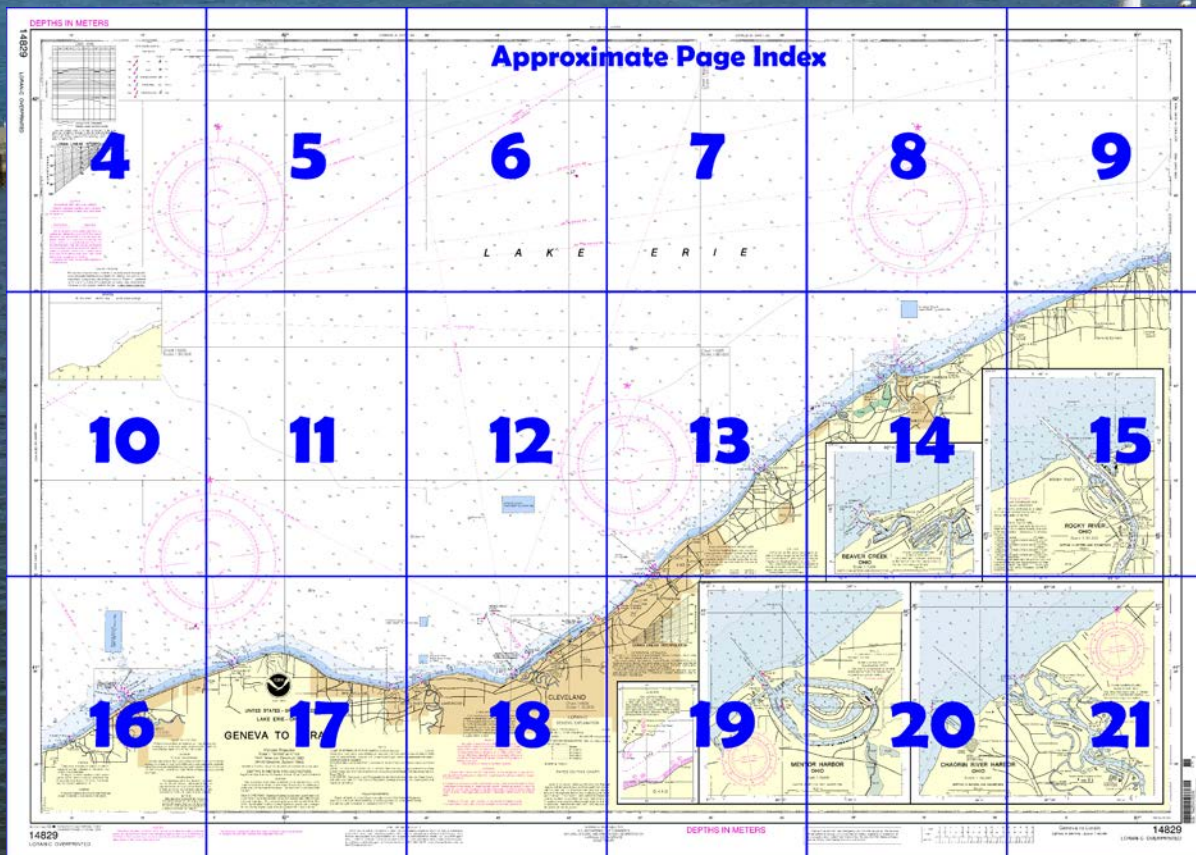


A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=14829>.



(Selected Excerpts from Coast Pilot)

From Ashtabula southwest for 27 miles to Fairport, the shore continues as a series of low wooded hills and small communities. Deep water is about 1 mile offshore. A sunken wreck, covered 10 feet, is about 0.6 mile offshore about 15 miles southwest of Ashtabula. A boulder, covered 15 feet, is about 3 miles east-northeast of the entrance to Fairport Harbor.

Fairport Harbor is about 29 miles northeast of Cleveland Harbor. It comprises an outer harbor, and an inner harbor formed by the lower 1 mile of the **Grand River**.

An unmarked **dumping ground** with a least reported depth of 35 feet is 3.5 miles north-northeast of the harbor entrance.

Fairport Harbor West Breakwater Light (41°46'04"N., 81°16'52"W.), 56 feet above the water, is shown from a tower about 500 feet from the outer end of the west breakwater; a sound signal is at the light.

Channels.—The harbor is entered from Lake Erie through a dredged channel from deep water in the lake between two converging breakwaters to an outer harbor basin, thence between parallel piers through the mouth of the river for about 1.5 miles; the piers are marked at the outer ends by lights. A turning basin is on the west side of the channel about 1 mile above the mouth. The areas on the east and west sides of the entrance channel in the outer basin and the lower 1.2 miles of the river channel are not maintained. The Federal project depths are 25 feet in the approach channel and through the outer harbor to the mouth of the river, thence 24 feet in the river channel for about 0.7 mile, thence 21 feet to Olive Street on the W bank, thence 8 feet to the head of the project; the turning basin has a project depth of 18 feet. (See Notice to Mariners and latest edition of charts for controlling depths.) The east breakwater, from its inner end, turns east and parallels the shore for about 1 mile. Lights mark the outer ends of the breakwaters and the east end of the east breakwater.

Dangers.—A wreck, covered 30 feet, is about 0.6 mile northwest of the breakwater entrance. In 1986, a sunken wreck was reported in the harbor approach in 41°46.3'N., 81°16.9'W. A shoal that extends northwest from the north end of the west breakwater tends to encroach the west side of the approach channel. Deep-draft vessels should avoid favoring the W channel limit when entering or leaving the harbor. At times a very strong current past the river mouth pierheads makes it difficult and dangerous for unaided vessels to enter the river channel. A wreck, covered 6 feet, is in the outer harbor basin about 1,000 feet east of East Pier Light in about 41°45'41"N., 81°16'35"W.

Mariners are cautioned to avoid dragging anchor over the submerged pipeline just above the river mouth. The harbormaster reports that vessels sometimes scrape the pipeline during low water conditions. The east end of the east breakwater may become submerged during certain weather conditions. The center pier abutment of a former railroad swing bridge, about 1.72 miles above the river entrance, has been removed to about 4 feet below water level; mariners are advised to use extreme caution when transiting the area.

Towage.—Tugs for Fairport Harbor are available from Ashtabula or Cleveland. (See Towage under Ashtabula and Cleveland.)

Quarantine is enforced in accordance with the regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.)

Fairport Harbor is a **customs station**.

Coast Guard.—Fairport Harbor Coast Guard Station is on the west side of the river just inside the mouth.

Harbor Regulations- Harbor Regulations are enforced by the **harbormaster**, who may be reached through the Chief of Police, 220 3rd Street, Fairport Harbor, OH 44077. **Speed limits** of 6 mph (5.2 knots) and 10 mph (8.7 knots) are enforced in Grand River and in the outer harbor, respectively. (See **33 CFR 162.160 and 207.570**, chapter 2, for regulations.) Copies of the local regulations may be obtained from Village Hall, 220 3rd Street, Fairport Harbor, OH 44077.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Cleveland	Commander	
	9th CG District	(216) 902-6117
	Cleveland, OH	

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers

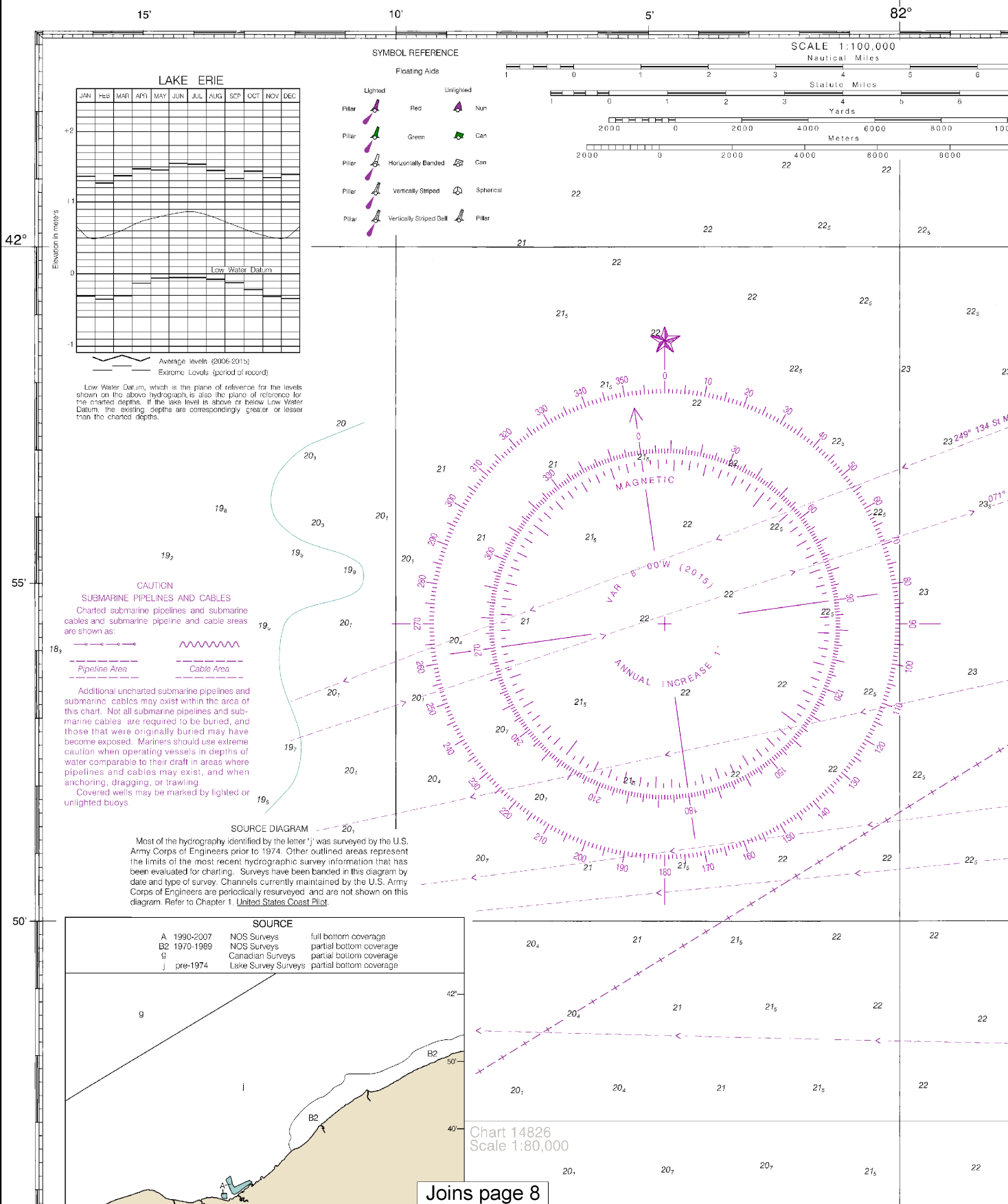


For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

DEPTHS IN METERS

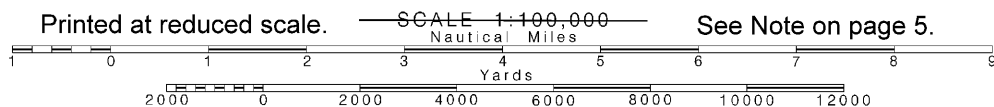
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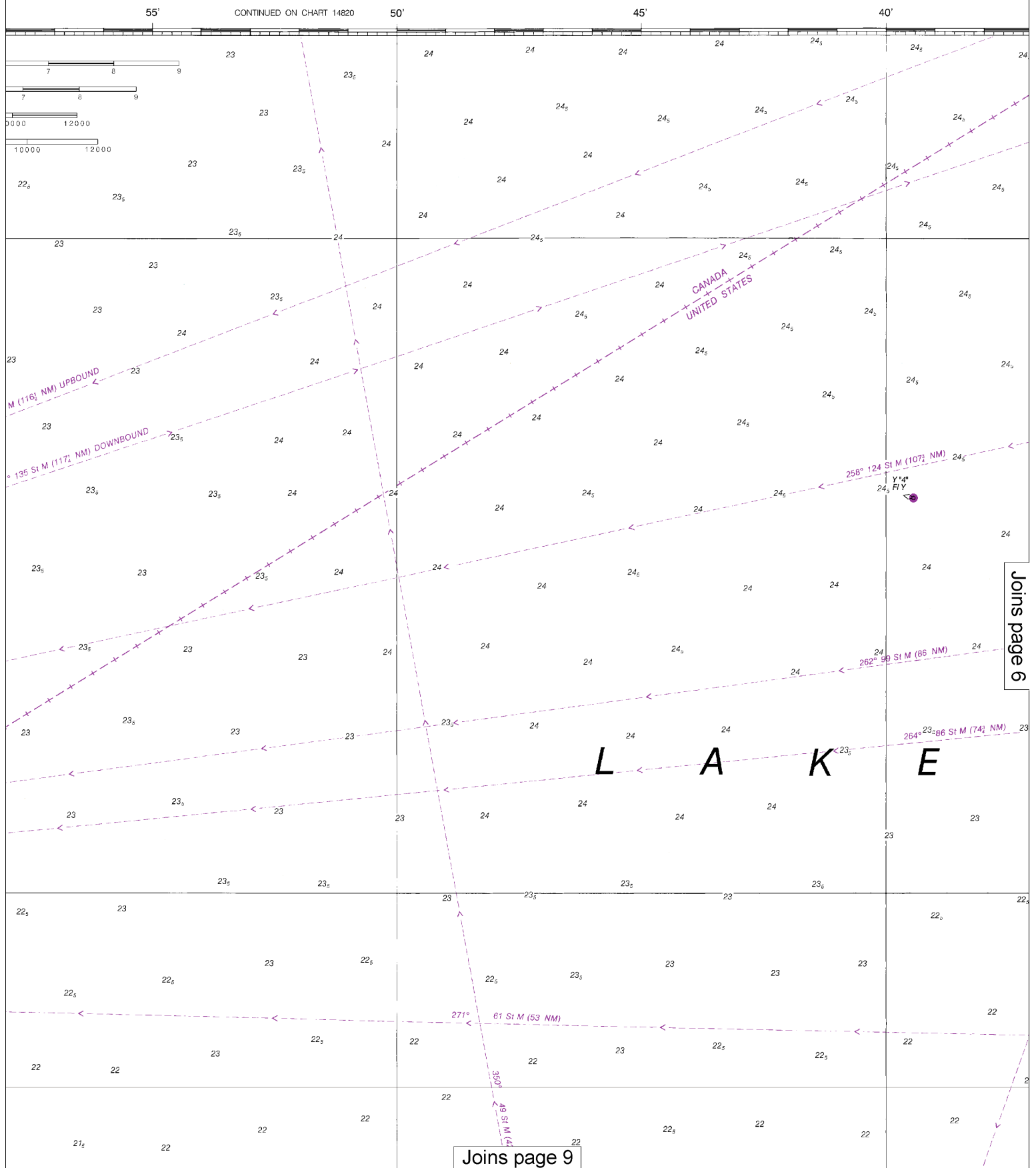
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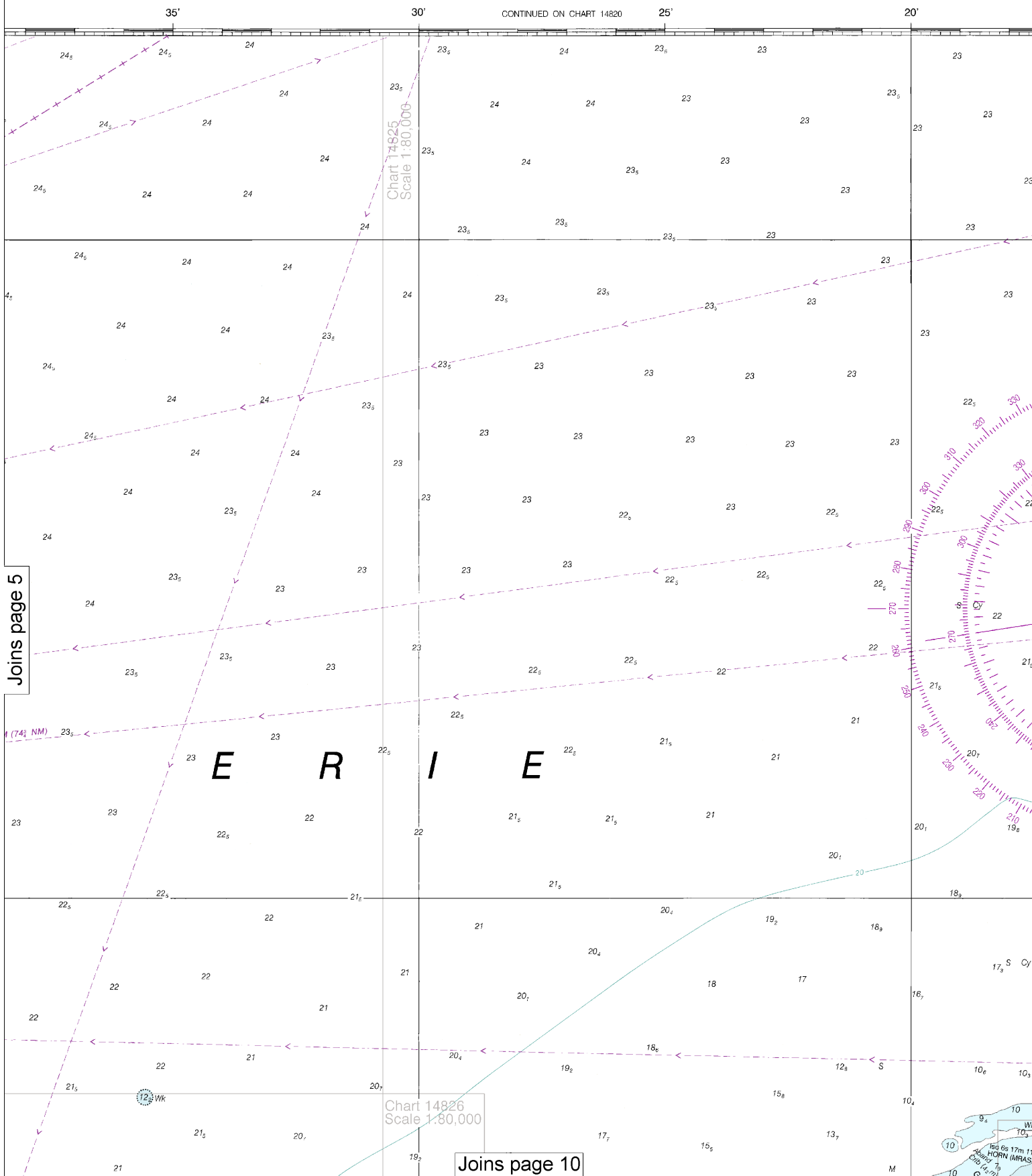
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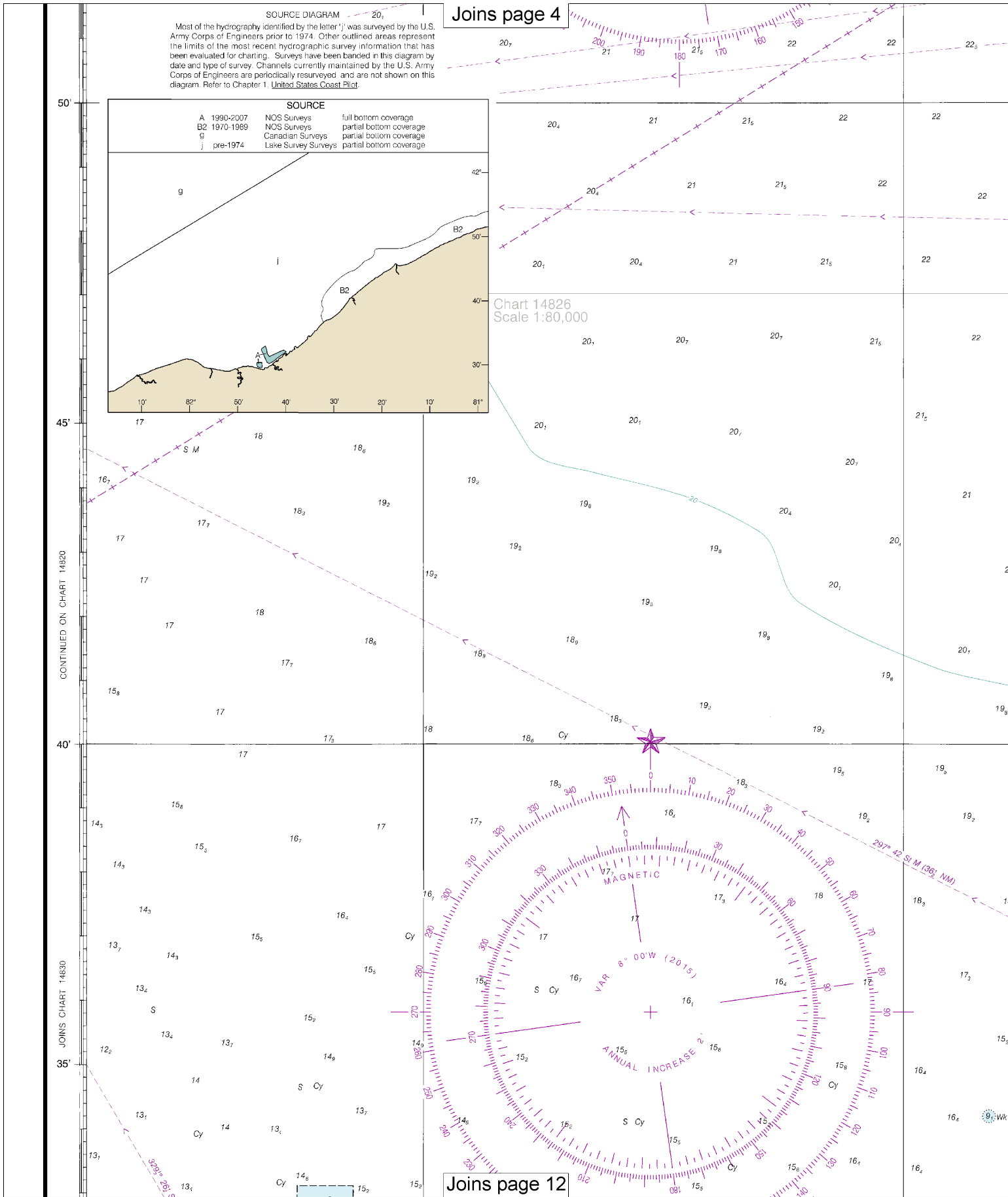
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See Note on page 5.







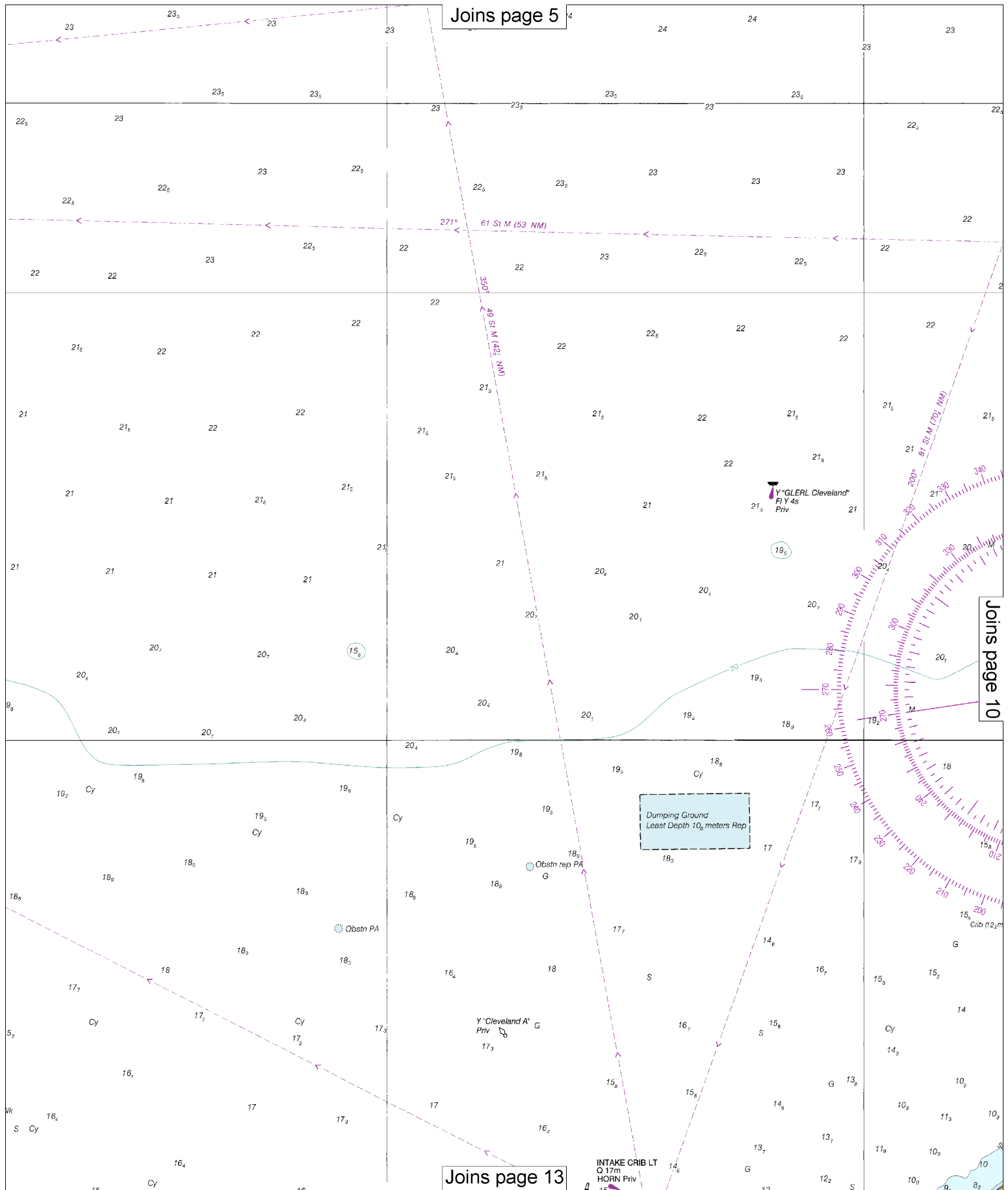
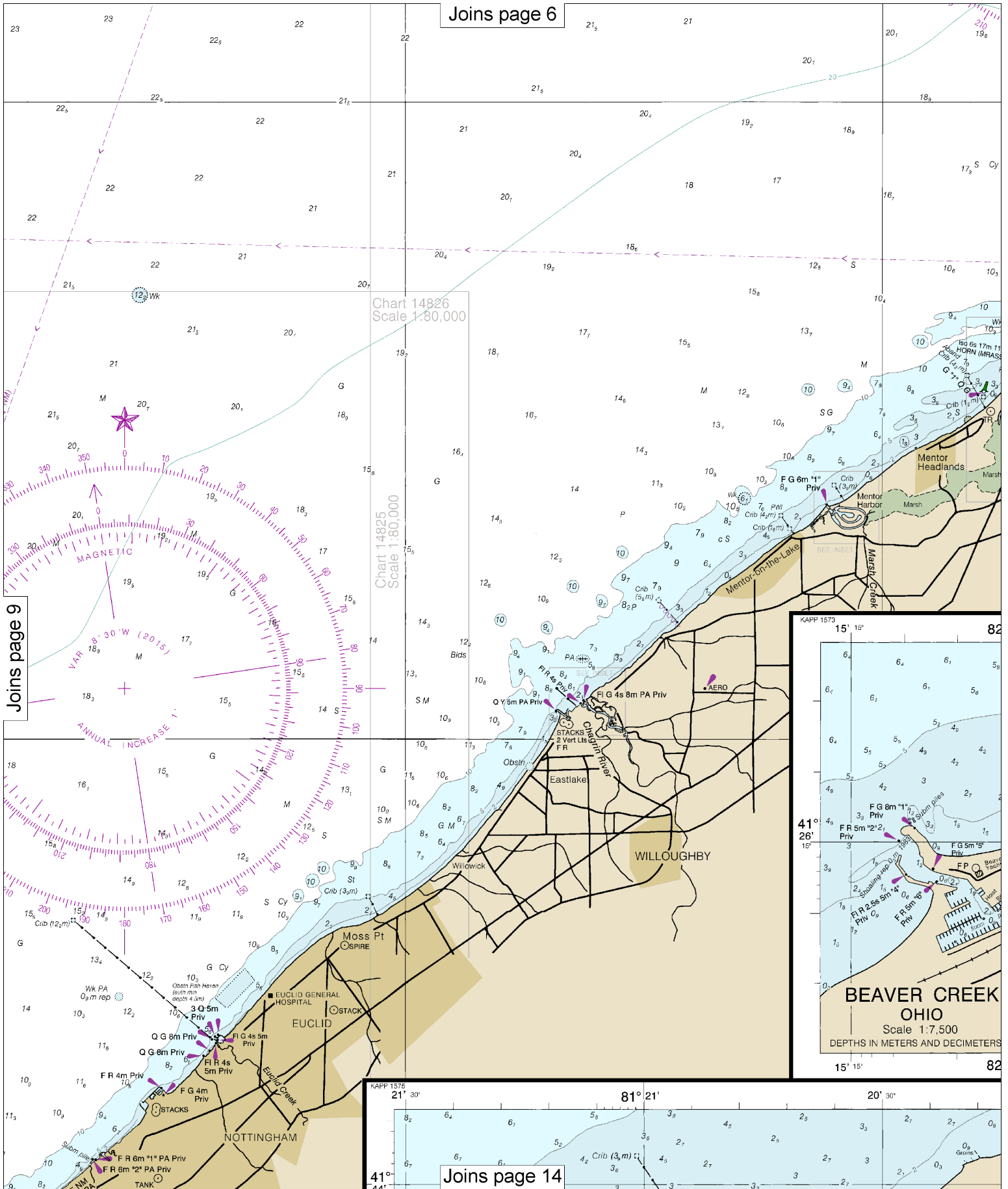


Chart 14826
Scale 1:80,000

Chart 14825
Scale 1:80,000

Joins page 9



Joins page 14

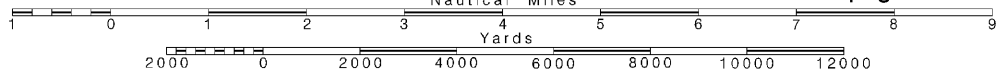
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Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:100,000

See Note on page 5.

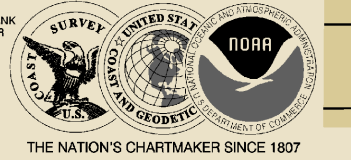
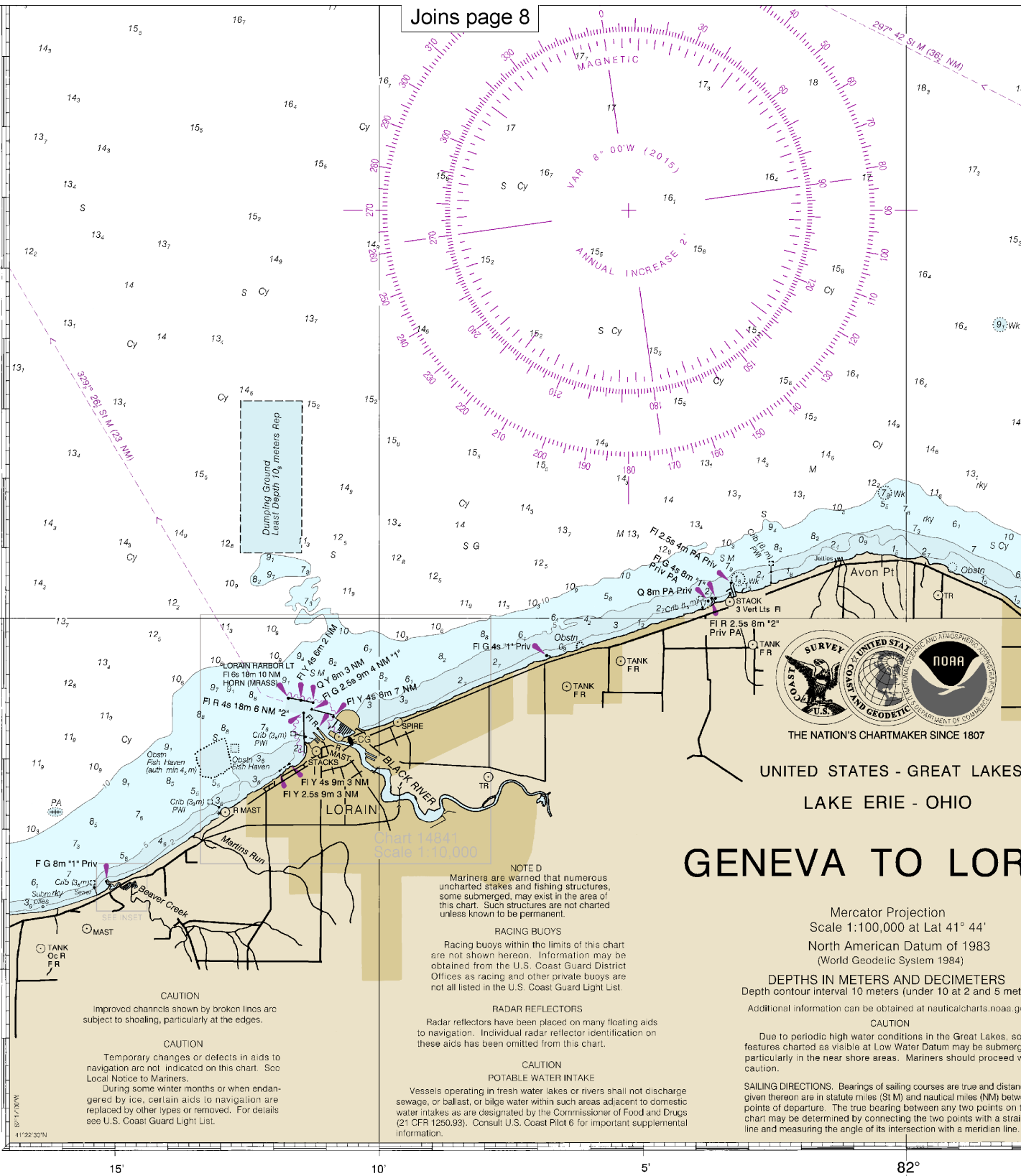


Joins page 8

JOINS CHART 14830

41° 30'

25'



UNITED STATES - GREAT LAKES
LAKE ERIE - OHIO

GENEVA TO LORAIN

Mercator Projection
Scale 1:100,000 at Lat 41° 44'
North American Datum of 1983
(World Geodetic System 1984)

DEPTHS IN METERS AND DECIMETERS
Depth contour interval 10 meters (under 10 at 2 and 5 m)
Additional information can be obtained at nauticalcharts.noaa.gov

CAUTION
Due to periodic high water conditions in the Great Lakes, features charted as visible at Low Water Datum may be submerged particularly in the near shore areas. Mariners should proceed with caution.

SAILING DIRECTIONS. Bearings of sailing courses are true and distant given thereon are in statute miles (St M) and nautical miles (NM) between points of departure. The true bearing between any two points on this chart may be determined by connecting the two points with a straight line and measuring the angle of its intersection with a meridian line.

NOTE
Mariners are warned that numerous uncharted stakes and fishing structures, some submerged, may exist in the area of this chart. Such structures are not charted unless known to be permanent.

RACING BUOYS
Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION
POTABLE WATER INTAKE
Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

14829

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

7th Ed., May 2015. Last Correction: 11/21/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 4916 (12/3/2016), CHS: 1116 (11/25/2016)

NOAA encourages users to submit inquiries about this chart at <http://www.nauticalcharts.noaa.gov>

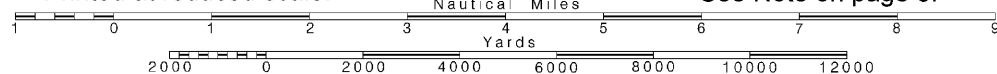
12

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

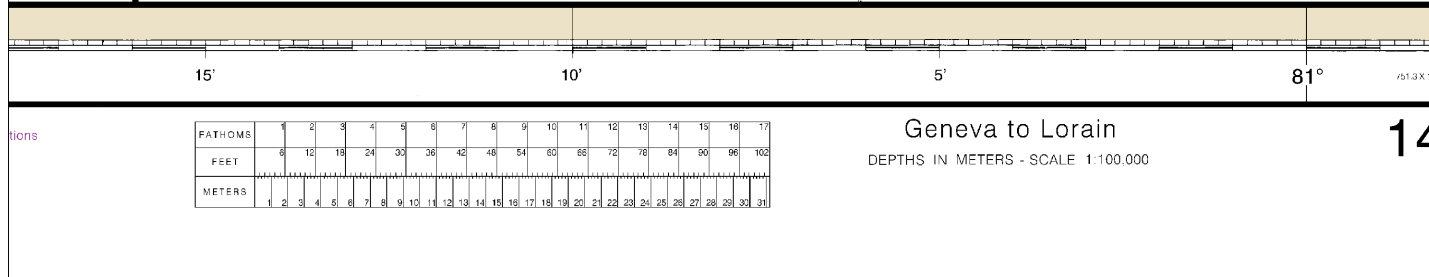
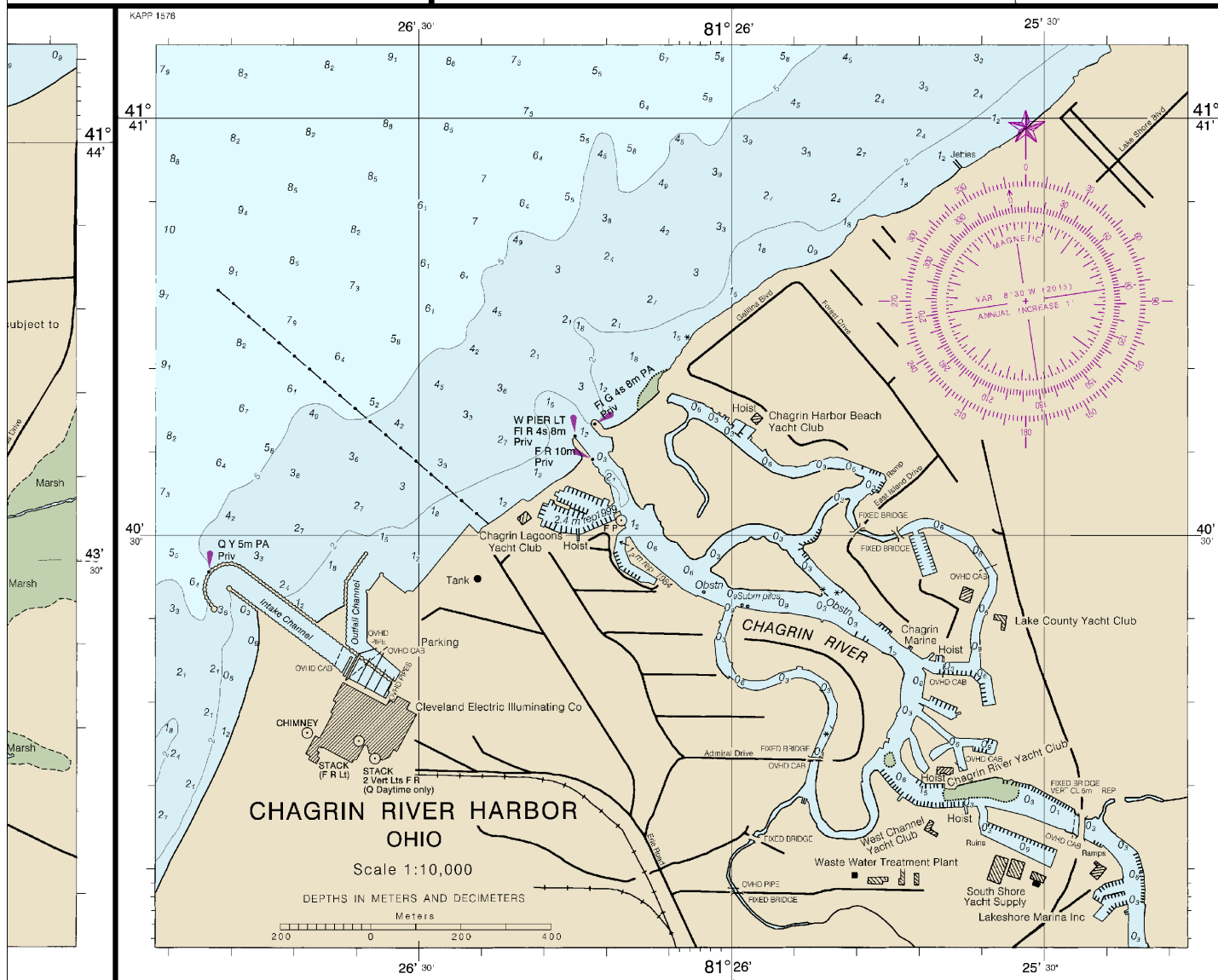
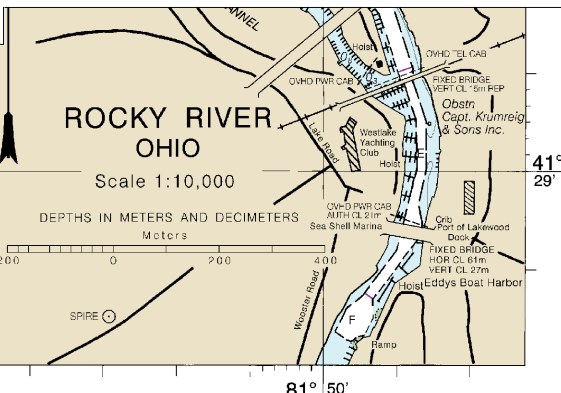
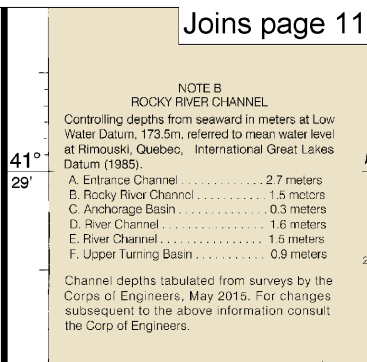
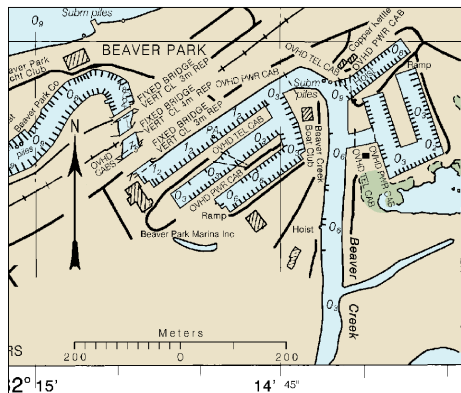
SCALE 1:100,000
Nautical Miles

See Note on page 5.





13





VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.